

## 2002 IACP Chief's Challenge

## 2002 Application



*Municipal Police  
(City, County, or  
Town)*

☒ **State  
Police/Highway  
Patrol**

*Special Award  
Consideration*

☒ **Child  
Passenger  
Safety**

☒ **Occupant  
Protection**

☒ **Speed  
Awareness**

☒ **Impaired  
Driving**

Agency Name: **Washington State Patrol**  
Agency Head: **Chief Ronal W. Serpas**  
Address: **P.O. Box 42600**  
City/State/Zip: **Olympia WA 98504-2600**  
Contact Name/Rank: **Deputy Chief Lowell Porter**

Phone: **(360) 586-2340**  
Fax: **(360) 586-1628**  
E-Mail: **lporter@wsp.wa.gov**  
No. of Sworn Officers: **1,075**  
No. of Patrol Officers: **671**

### I. Policy and Guidelines

**Yes** This agency has a written policy requiring officer safety belt use.

**Yes** This agency has written guidelines for enforcing safety belt and child passenger safety laws.

**Yes** This agency has written guidelines for speed enforcement.

**Yes** This agency has written guidelines for impaired driving detection and apprehension.

### II. Training of Officers

**100%** Percentage of sworn officers, who received updates or new training in 2002 regarding occupant protection, impaired driving detection and apprehension, and/or speed enforcement.

**100%** Percentage of sworn officers who have received training in the past regarding occupant protection usage, the enforcement of safety belt and child passenger safety laws, and/or the investigation of belt use in crashes.

**100%** Percentage of sworn officers who received training in impaired driving detection and apprehension.

**100%** Percentage of sworn officers who received training in speed enforcement.

### III. Public Information and Education

**Yes** This agency participated in Saved by the Belt/Air Bag.

**Yes** This agency participated in officer recognition programs for impaired driving detection and apprehension — or information — efforts.

**Yes** This agency participates in officer recognition programs for speed enforcement efforts.

### IV. Enforcement Activity

**14,441** Number of citations      **3,886** Number of warnings for safety belts and child passenger safety violations

**55,994** Number of citations      **66,910** Number of warnings for speeding

**5,635** Number of arrests for impaired driving

**154** Number of special enforcement efforts targeting impaired driving

**Yes** This agency participated in state and national traffic safety enforcement campaigns (Operation ABC, Click It Or Ticket, Safe and Sober, Smooth Operator, or You Drink & Drive. You Lose. Mobilizations.)

### V. Effectiveness of Efforts

**82%** Pre-campaign safety belt usage rates.

Month **April** Year **2002**

**93%** Post-campaign safety belt usage rates.

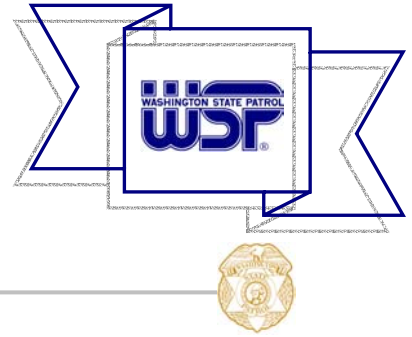
Month **June** Year **2002**

**35%** 2002 fatal and injury crashes related to speed.

**9%** 2002 fatal and injury crashes related to alcohol.

# Mission Statement

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## Mission Statement

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The Washington State Patrol makes a difference every day by providing public safety services to everyone where they live, work, travel, and play.

## Values

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Every employee of the Washington State Patrol is a valued member of a team committed to:

- *Professional excellence,*
- *Respect and protection of individual rights,*
- *Acting with integrity to foster public trust.*

We value effective leadership and involvement through partnerships with the community and other public safety and transportation agencies to ensure a safer environment for our citizens and the state's commerce.

## Vision

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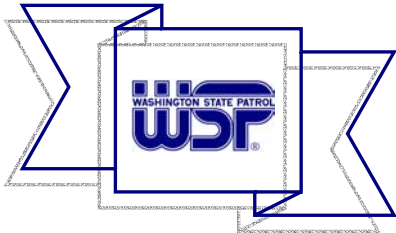
We envision the Washington State Patrol's programs and operations exemplify the highest standards of professionalism. We achieve our mission through continuous performance improvement, supported by a consistent management style and a system of effective communication. A committed workforce initiates partnerships and strategic alliances to collaborate on public safety concerns to improve the security and safety of citizens and commerce.

Our performance consistently earns the trust and confidence of the public, and the Legislature supports the Washington State Patrol's need to recruit and retain a qualified workforce equipped with the information, technology, and physical resources necessary to meet our mission.

***The national goals of increasing safety belt use, reducing child passenger fatalities and injuries, and reducing the incidents of impaired driving are closer than ever because of the efforts of every law enforcement officer and agency that has participated in the national and state programs. The Chief's Challenge goals are to recognize law enforcement agencies that take extra steps to ensure our highways are safe. We learn from each other and celebrate our successes together through good-spirited competition. This hopefully creates more success stories to tell.***

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The Washington State Patrol would like to be considered for the following awards:



*Impaired Driving*



*Child Passenger Safety*



*Occupant Protection*

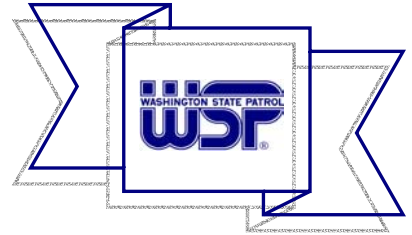


*Speed Awareness*



# Welcome from the Chief

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Welcome to the Washington State Patrol, one of the premier law enforcement organizations in the nation.

Through partnerships with the Washington State Department of Transportation, other law enforcement agencies, and the State Legislature, the State of Washington is one of the safest places to work, play, and live.

I am proud of the more than 2,200 officers and professional staff of the Washington State Patrol who serve the citizens of Washington. They are hard working and dedicated to excellence in public safety. While we remain committed to traffic safety, there are many other services we provide to the citizens of Washington. Crime laboratories, fire protection, disaster response, narcotics task forces, and criminal investigations are just a few of the different facets of the State Patrol.



**Chief Ronal W. Serpas**

Through the efforts of the department's Public Information Officers, we have witnessed numerous positive stories around the state, demonstrating the professional commitment to highway safety of our department. Nearly every day, our office receives correspondence, phone calls, or personal contacts thanking the men and women of the Washington State Patrol for their renewed efforts in making our highways and roads as safe as they can be.

As I have said during my three tours around the state in the last ten months, the Patrol can achieve great success when:



We focus on our core mission.



We set aggressive goals and measure our progress.



We work as one team toward all of the Washington State Patrol goals and objectives.

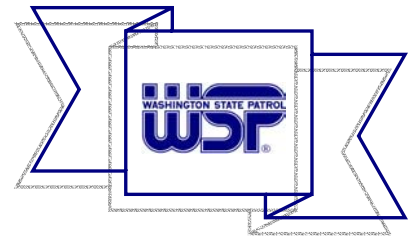


We do not fear taking risks and improving the agency's operations.



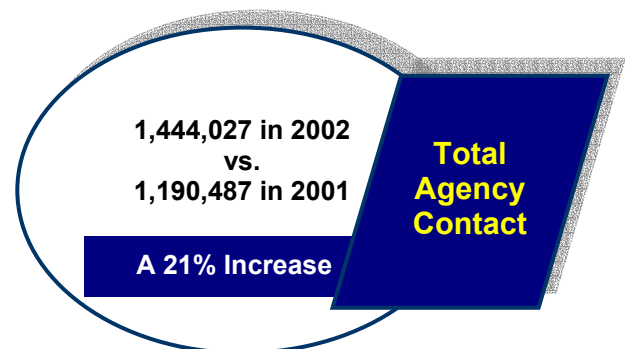
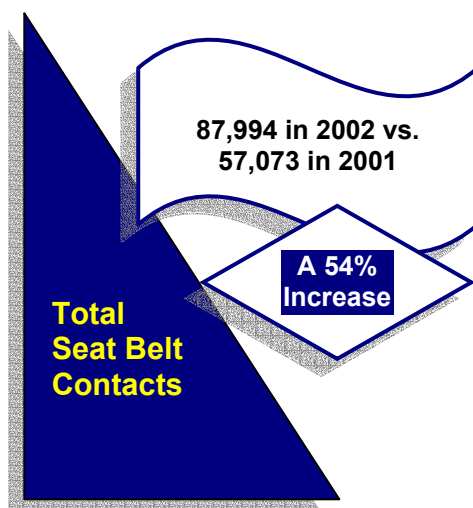
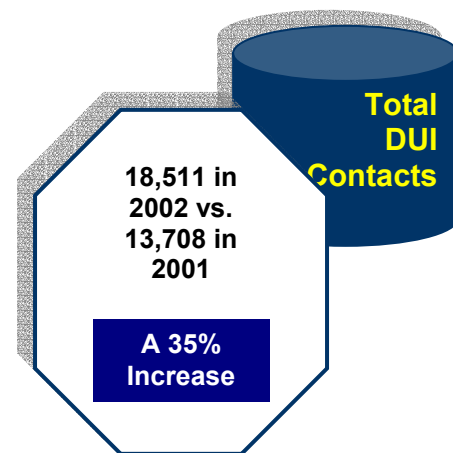
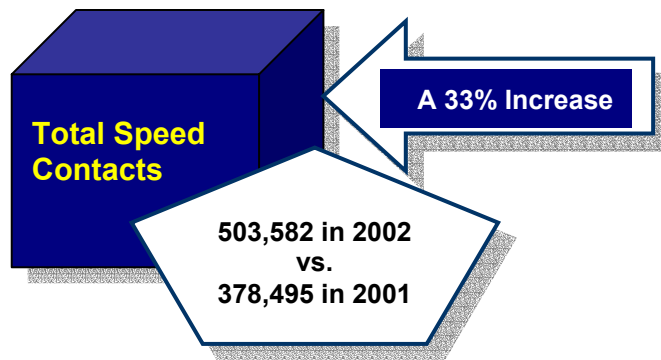
We make the Washington State Patrol an exciting place to work by rewarding the best and brightest people for their contributions.

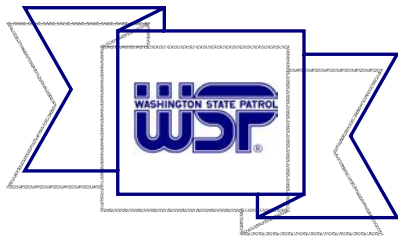
# Welcome from the Chief



Recently, I represented the Washington State Patrol at the Washington Association of Sheriffs and Police Chiefs conference where numerous sheriffs and police chiefs specifically contacted me to compliment the men and women in the State Patrol on our traffic law enforcement efforts. Additionally, I have met with prosecutors of the Washington Association of Prosecuting Attorneys; they, too, unanimously expressed their admiration to the men and women of the Washington State Patrol, echoing the same sentiments as the sheriffs and police chiefs. In both cases, the message was clear—the Washington State Patrol's emphasis on its core mission has been noticed and appreciated by our Criminal Justice System partners!

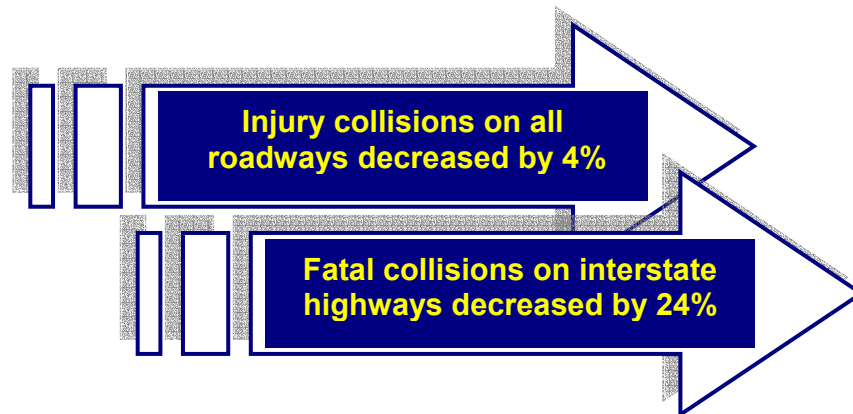
Here are some significant activities in our core mission of roadway safety, comparing 2001 to 2002 statistics:





# Welcome from the Chief

**WE ARE MAKING A DIFFERENCE ALREADY.** When looking at both long-term and short-term trends, we are seeing encouraging signs that our efforts can make a difference in our state. When comparing 2001 to 2002 statistics:



With the recent focus on our activity, there has been the inevitable question of whether or not we are sacrificing quality for quantity. That is a fair question. Given the data above and the data generated by the hard work of our troopers, I believe it is clear that our efforts are directed at the quality of life our citizens can enjoy when they use the state's roadway and transportation system. Further, we have been asked that question by some external to the department, and I would like to share with you our response:

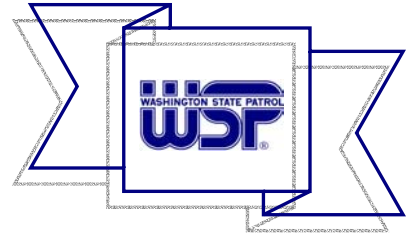
***AS IT RELATES TO OUR CORE MISSION IN TRAFFIC LAW ENFORCEMENT (DUI, SEAT BELTS, AGGRESSIVE DRIVING, DANGEROUS SPEEDING),*** the evidence is overwhelming—these individual driving behaviors cause loss of life and life-altering injuries to our citizens! I fully support strict enforcement in these events.

***AS IT RELATES TO OTHER TRAFFIC LAW ENFORCEMENT ACTIVITY, NOT AGGRESSIVE DRIVING (GENERAL SPEEDING, LANE TRAVEL, FOLLOWING TOO CLOSELY, ETC.),*** we know that our troopers, exercising professional judgment, make arrest decisions in less than 50% of the contacts. I fully support the exercise of this professional judgment to educate the motoring public or enforce as appropriate.

***AS IT RELATES TO A FINANCIAL MOTIVE BY INCREASING TICKET REVENUE,*** the Washington State Patrol does not receive a direct benefit from fines, etc. I am informed that 57% of all citation fines are remitted to the local jurisdiction wherein the citation was issued, and 43% of the fines collected are remitted to the Public Safety Education Account (PSEA). Moreover, the PSEA account funds less than 5% of the department's overall budget (primarily within the Crime Lab).

# Welcome from the Chief

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***FINALLY, AS LONG AS WE MUST COUNT*** the senseless and preventable deaths due to DUI, seat belt violations, etc., I believe it is important to count the number of times we believe we can make a difference.

As I have said many times, one of the most important core values is how we treat each other. I passionately believe the strength of our department is with the men and women who have devoted their lives to public service. In a force of over 2,200 employees, I am encouraged that the overwhelming majority of our fellow employees, regardless of position, are performing their duties professionally.

The kind of results our department has achieved inspires public confidence and instills pride among all our employees. We must not limit our potential or our success. Given our progress and the talent of all of our members, we can accomplish our goals in helping provide a better quality of life for our employees and the citizens of Washington State.

Again, it is my honor to be a member of the State Patrol, and I am so very proud of the employees of the State Patrol!!

Sincerely,

***Chief Ronal W. Serpas***

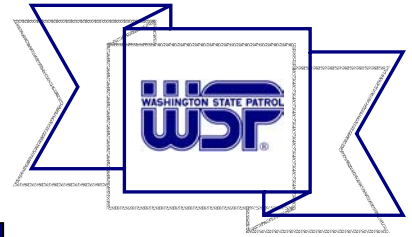


# Section 1

## Policy and Guidelines



# Policy and Guidelines



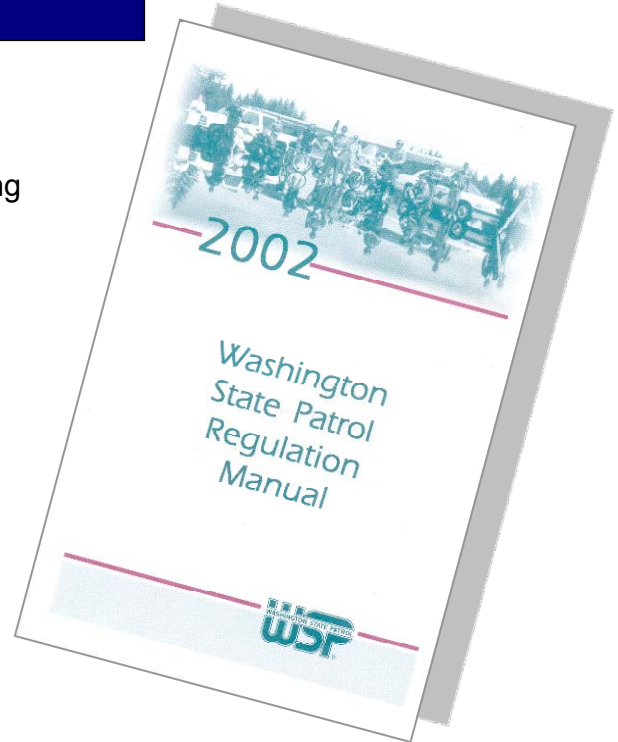
## Policy Statements

The Washington State Patrol was a 2000 Chief's Challenge winner. Our officers are briefed and trained on the requested policies and guidelines through Daily Bulletins, detachment meetings, and decentralized training throughout the year. A summary of our policies and guidelines are as follows:

### 17.00.200     VEHICLE SAFETY BELTS (CALEA 41.3.3)

Vehicle safety belts shall be worn whenever employees are driving or riding in department vehicles. Safety belts are to be used as they were designed by the manufacturer. The shoulder strap portion of a safety belt system shall not be altered or circumvented.

### 1.00.120     PRISONERS (WSP TROOPERS ONLY) (CALEA 1.3.5, 41.3.3, 44.2.2, 46.1.3, 71.1.1, 71.1.2, 71.1.3, 71.1.4, 71.1.5, 71.1.6, 71.1.7, 71.1.8, 71.2.1, 71.3.1, 71.3.2, 71.4.1, 71.4.2, 71.5.1, 81.2.5)



## Transportation

Prior to being placed in the patrol car and transported, prisoners shall be thoroughly searched in accordance with departmental training.

In patrol cars with security partitions, prisoners shall be transported in the back seat with the partitions closed and secured. Seat belt restraints may be used to further secure prisoners who are handcuffed harm to the WSP vehicle. Prisoners transported in the must be aware that time between the very critical for officer loss of freedom may desperate and unpredictability WSP Troopers. The peacefully to arrest does not guarantee that the individual will not resort to violence or trickery. Any prisoner—even the friendly drunk sitting in the back of the patrol vehicle—may be wanted and just waiting for

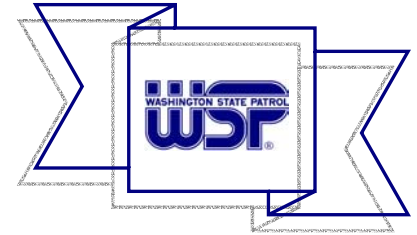
Violators must  
be seat-belted!



to prevent the possibility of Trooper or to the patrol must wear a seat belt when patrol car. WSP Troopers upon arresting a person, the arrest and incarceration is safety. A subject facing the become extremely dangerous. This creates a serious threat to fact that a criminal submits



# Policy and Guidelines



the opportunity to escape. Therefore, the transporting WSP Trooper must be on guard for any eventuality.

## **18.00.080**     **SPEED MEASURING DEVICES (RADAR AND LIDAR) - WASHINGTON STATE PATROL TROOPERS/SERGEANTS** (CALEA 17.5.3, 61.1.6, 61.1.9)

Officers shall operate speed measuring devices (SMD) in accordance with departmental guidelines established by the Training Division.

District commanders shall be responsible for the proper deployment of SMDs within each district.

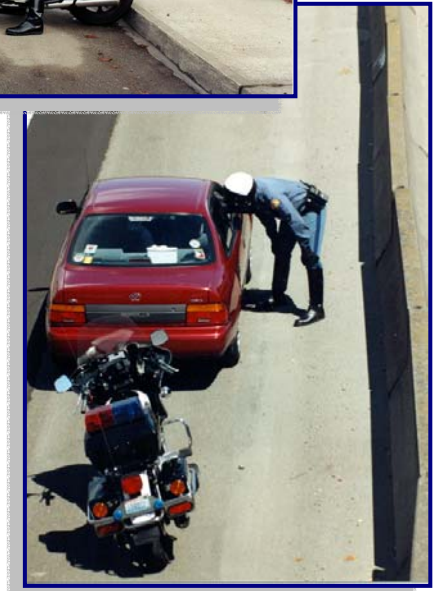
Each operator shall test the SMD prior to and after use. If the SMD will not test correctly, or if the officer discovers a defect, the operator shall discontinue use and return the unit to the assigned detachment or district office. The officer shall record the information on a Report of Unserviceable Equipment form and attach it to the SMD carrying case for review by a communications technician.

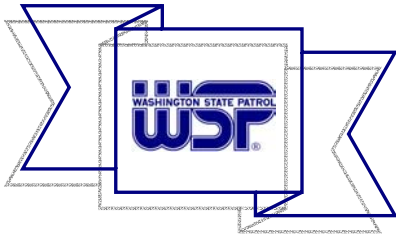
The SMD carrying case may be carried in the patrol vehicle. To prevent damage, the SMD shall not be loose on the seat or floor when the vehicle is in motion. The case should be used to carry the SMD to and from the car to prevent damage or loss of accessories.

If the case is in the car when transporting a prisoner, the SMD carrying case shall be removed from the prisoner's reach.

The SMD shall be returned to the carrying case when not in use on the vehicle. Cables shall be coiled loosely and not wound around the radar antenna.

When an officer leaves the patrol vehicle (e.g., coffee stop, lunch break, or processing a DUI), the antenna shall be securely placed inside the locked vehicle or, in the case of a motorcycle, locked in the storage compartment to avoid vandalism or theft.





# Policy and Guidelines

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## ZERO TOLERANCE POLICY

The Washington State Patrol has adopted a **strict enforcement policy for DUI, seat belt, and child restraint enforcement**. Our seat belt policy is intended to move Washington to a 100% compliance rate among both drivers and passengers in motor vehicles. This does not mean officers will not have discretion when contacting individuals. We will always support officers who use discretion that is consistent with training and State Patrol policy. However, strict enforcement for individuals who refuse to use occupant protection should be the rule, and not the exception.

Our officers are trained extensively for the identification and apprehension of Impaired Drivers, and our department has a **zero tolerance policy** with mandatory arrest and processing of these offenders.

In the interest of public safety and best practices in customer service, the Patrol seeks voluntary motorist compliance through public education and enforcement.

When a seat belt or child restraint violation is identified, it will be addressed through the level of enforcement reasonably necessary to gain compliance. The enforcement may be in the form of a warning or notice of infraction based on officer discretion.

**NOTE: A warning may be issued if a child is belted into a child restraint, but not restrained correctly. The officer would provide education and make the needed adjustments.**

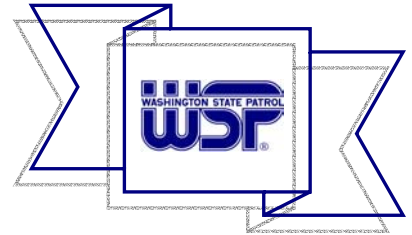




## Section 2 Training



# Training



The Washington State Patrol believes the best way to achieve our core mission is through the attention to training we give to our troopers. Training is a high priority so we can enable our personnel to have the best skills we can give them to do the job at hand. With our core mission of **Speed, Seat Belt and Child Restraint, DUI, and Aggressive Driving** enforcement, we have trained our personnel to deal with these issues.

With the increased emphasis on the detection and apprehension of impaired drivers (either through alcohol or drugs) and the proper use of seat belts and child restraints, we have used our training time to better educate our troopers on that aspect of their job. In addition to educating our personnel, we have continued to increase our efforts at training and educating the public about these issues through media contacts and community service talks.



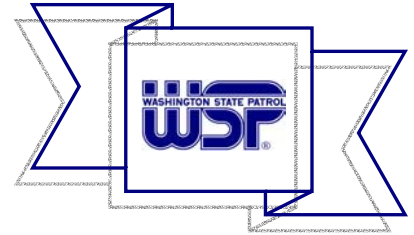
## Training Brief - 2002



### Training Conducted

- NHTSA Standardized Child Passenger Safety Training
- Safe Kids Coalition Program
- Speed Detection and Enforcement
- DUI Detection and Enforcement
- Drug Recognition Expert Training
- Standardized Field Sobriety Testing
- Courtroom Procedures
- Legislative Updates
- Enforcement Emphasis Patrols (DUI and assorted enforcement)
- Child Passenger Safety Updates
- Occupant Restraint Law Updates
- Impaired Driver Collision Investigation
- Community Involvement and Relations
- Emergency Vehicle Operation (Including Occupant Protection for Law Enforcement Officers)
- Click It Or Ticket
- Drive Hammered, Get Nailed

# Training



## Training Methods

- In-Service
- Regional Training Program
- Washington State Patrol Troopers Basic Academy
  - New Recruits
  - In-Service
- Special Emphasis Training
- Written Update Training
- Community Outreach Programs



## National and State Safety Conferences and Training Conducted or Attended by Washington State Patrol Troopers

- Three Flags Occupant Safety Conference
- Mothers Against Drunk Driving (MADD) Conferences
- Annual Washington State Traffic Safety Commission Impaired Driving Conference
- Drug Recognition Expert Training (Lead Instruction Agency)
- Statewide Collision Investigation Training
- Child Seat Technician Training

Starting with the Washington State Patrol basic academy and throughout their careers, our employees receive continuous training through a variety of avenues. Whether it's through an in-service program, regional training, or written updates, the agency ensures all are aware of and competent in any changes or updates in procedures or laws in the areas of occupant protection, impaired driving detection and apprehension, and speed enforcement.

Trooper processing  
an impaired driver

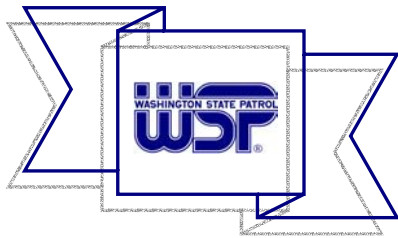


## Impaired Driver Identification

The Washington State Patrol strongly believes in forming partnerships and in education of the public to help solve problems and improve compliance. All troopers are extensively trained in Impaired Driver detection and receive ongoing training to keep current on issues involving these violations.

All troopers have received the latest training in Impaired Driver Detection (DataMaster and AlcoSensor III) and follow the Standardized Field Sobriety Testing endorsed by the National Highway Traffic Safety Administration (NHTSA).





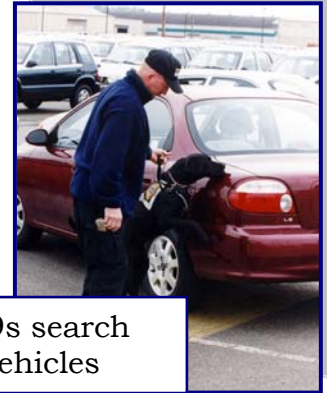
# Training

The Washington State Patrol also has a drug detection canine program. Sixteen troopers throughout the state have been trained in the handling of the canines to assist in the war against drugs and drug-impaired drivers.

The Washington State Patrol has eighty-two troopers who have been trained and are certified Drug Recognition Experts (DRE), to assist in the apprehension of drug-impaired drivers. The Washington State Patrol is also the lead agency in the state for the Drug Recognition Expert program. Our agency is the lead instruction agency for our own personnel as well as other outside agency officers.

During 2002, we increased the number of troopers trained as DRE's as well as the number of outside agency officers, increasing the total number of DRE's statewide by 10% over 2001. This has led to an increase of evaluations given during 2002 by 37% over 2001. This increase in evaluations has led to an increased level of impaired driver identification and apprehension and the saving of lives.

The agency has also provided DRE training for fifty-nine officers from other agencies statewide.



K-9s search vehicles



The WSP regularly educates the public through participation at county fairs, safety talks at service clubs, businesses, and by interaction



Fatal vision goggle demo at the Western Washington Fair



with driver's education classes and schools giving mock fatality collision and "Grim Reaper"

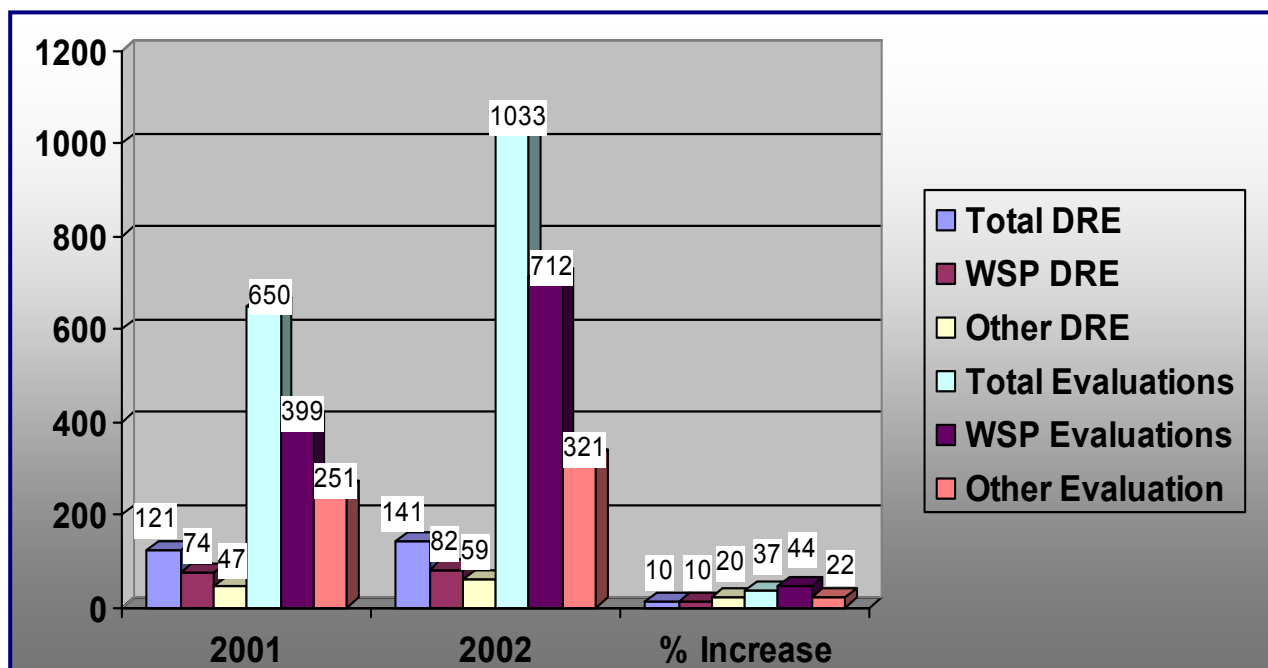
# Training



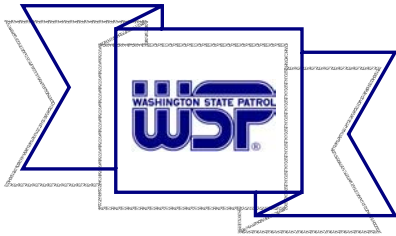
presentations. Each of the agency's eight districts has Public Information Officers who are involved in extensive public information and education, getting across our daily message of what our core mission is and how it positively impacts traffic safety.

Another avenue of training for our personnel to better enable them to detect and apprehend impaired drivers is through continued attendance at the annual MADD DUI/DRE conference. In 2002, the agency sent 28 of our enforcement personnel to this conference to enhance their capabilities.

To reinforce our partnerships and public education regarding impaired driving, the agency used additional emphasis patrols to enforce the laws during the 4th quarter of 2002. During the 4th quarter, the Washington State Patrol conducted 154 impaired driver emphasis patrols statewide.



***Please consider our DUI and other alcohol-related enforcement efforts for the 2002 Drunk Driving Award.***



# Training

## Seat Belt and Child Safety Restraints

The Washington State Patrol currently has 61 troopers trained in the NHTSA Standardized Child Passenger Safety Technician Training and Certification Program and 73 troopers attended the eight-hour course in 2002. Each of the eight districts participate in car seat safety clinics with other law enforcement agencies, school districts, community education centers, and other traffic safety advocates.

During 2002, the agency was a participant in 230 child seat clinics statewide. In addition, during the two-week Western Washington State Fair, troopers—in cooperation with members of the Safe Kids Coalition—manned a child seat display and assisted fairgoers with questions about seat sizes, age limits, and installation. They also gave numerous demonstrations on the installation of the seats as well as how to properly place children in them.



Trooper checks a friend's restraint safety at a car seat clinic

The Washington State Patrol participates in the Three Flags Seat Belt Conferences' quarterly training and sent 67 officers to this training during 2002. The agency has also developed partnerships with other law enforcement agencies from Washington, Oregon, and British Columbia in an effort to educate the public and enforce the seat belt and child restraint laws.

In addition to the specialized training, each trooper received refresher training in seat belt and child seat updates and enforcement. During 2002, the seat belt and child restraint law changed in Washington from a secondary to primary law, so updates were needed and given to all troopers.

***Please consider our seat belt and child restraint enforcement efforts for the 2002 Occupant Protection and Child Protection Award.***



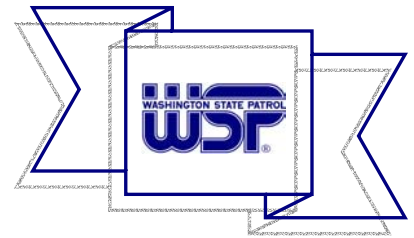




## Section 3

# Public Information and Education

# Public Information and Education



The Washington State Patrol has focused on its core traffic law enforcement activities (**DUI**, **aggressive driving**, **seat belt and child restraint compliance**, and **dangerous speeding**) believed to be most likely to maximize the intended results of saving lives, reducing injuries, protecting property, and facilitating the flow of traffic.

Beginning in January of 2002, we initiated monthly accountability meetings (Strategic Advancement Forums) within the Washington State Patrol. At these meetings, District and Division Commanders report to the Chief on all levels of the agency they are responsible for and answer in-depth questions about how they are accomplishing their mission, creatively solving problems with communities, and working with other criminal justice system partners. These monthly accountability meetings are making a difference!



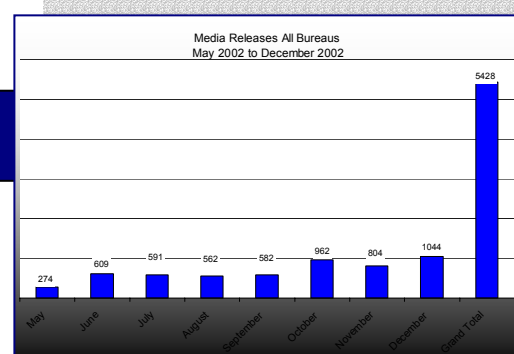
As long as we must count the senseless and preventable deaths and injuries due to DUI, seat belt violations, aggressive driving, and dangerous speed, we think it is important to count the number of times we believe our troopers can make a difference through **enforcement, education, and assistance**.

Citizens have access to the Washington State Patrol Web site and an on-line video "Team Behind the Badge," which provides an overview of where we've been and our continuing efforts to enhance public safety for the citizens of Washington State.

All district offices have public service announcements on their phone system. When a citizen is placed on hold, they listen to public safety information messages on our core traffic law enforcement activities of **DUI**, **aggressive driving**, **seat belt/child restraint**, and **dangerous speed**.

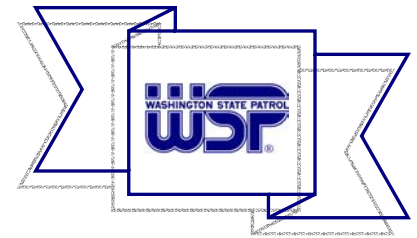
## Media Releases

A goal of Chief Serpas' is to have Washington State Patrol coverage in the media at least once a day, by utilizing radio, television, newspapers, and the agency Web site to educate the citizens of Washington. The goal was surpassed with over 5,500 media contacts during 2002.





# Public Information and Education



## Town Hall Meetings






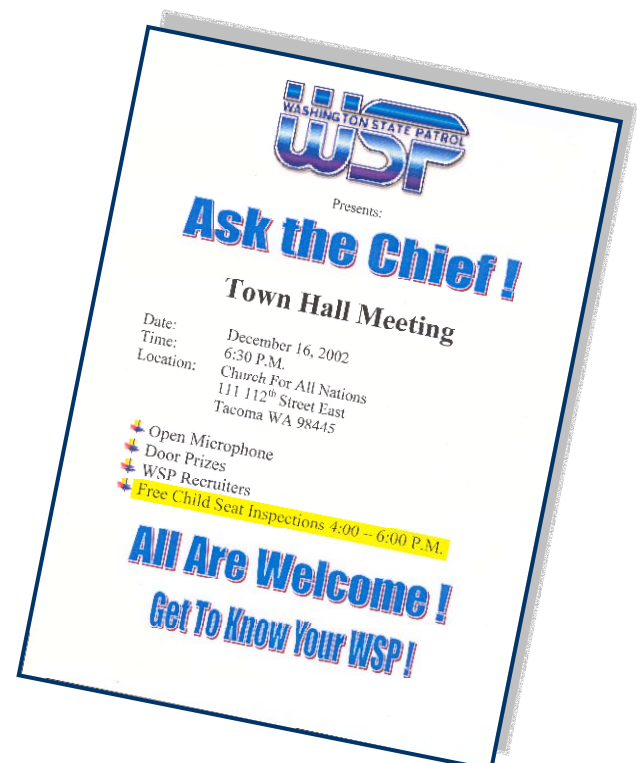
During 2002, the Washington State Patrol hosted a series of town hall meetings throughout the state in collaboration with the Washington State Department of Transportation. The meetings were conducted to enhance our relationship with the community; provide indicators of the

public's perception on public safety; identify the public's view of our strengths and weaknesses; diffuse community concerns about particular incidents; expand our venues for community outreach; and educate the public on our projects and operations. Community members, local leaders, advocacy groups, media personnel, elected officials, business associations, and government agency representatives attended the nine sessions.



The following is a list of topics discussed at each meeting:

-  Aggressive Driving/Road Rage
-  DUI Enforcement
-  Speed Enforcement
-  Winter Speed Reduction
-  Truck Enforcement Program
-  Community Education
-  Racial Profiling





# Public Information and Education

## New Seat Belt/Child Restraint Law

In April 2002, the Washington State Patrol began a safety belt campaign utilizing the media to educate the public on the new primary seat belt law. The primary seat belt law was implemented on June 13, 2002.

The "Click It Or Ticket" campaign was used in conjunction with the new seat belt law.



**Kids 4 - 8 Need Booster Seats**

Let Them Go Through

Age 1 to 4, 20 lb. & under: REAR FACING INFANT SEAT

Age 1 to 4, 20 lb. - 40 lb.: FORWARD FACING CHILD CAR SEAT

Age 4 to 8, 40 lb. - 80 lb.: BOOSTER SEAT

**Growing Up Buckled Up**

Child Car Seat Safety Guidelines

**New Booster Seat Law Coming**

Our new booster seat law will require boosters for kids up to age six. However, to make sure your child is really safe, use boosters until age eight or 4 ft. 9 in. tall.

**Secure Their Future**

Make Sure Your Children Ride in the Correct Car Seats

For Governor and Mrs. Locke, car seat safety is a family tradition. While 1-1/2 year old son Dylan, who is over 20 pounds, rides in a forward-facing car seat, 3-1/2 year old daughter Emily weighs enough at 40 pounds for a belt-positioning booster seat.

**Convertible Car Seat**

Children over one year old and between 20 and 40 pounds can be in a forward-facing convertible car seat.

**Belt-Positioning Booster Seat**

Children between 40 and 80 pounds, usually between 4 and 8 years old, should be in booster seats.

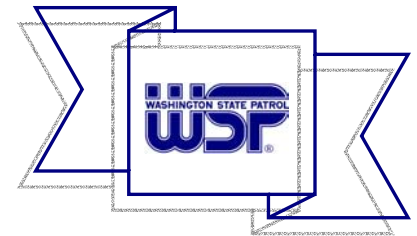
Toddler/Preschooler		Child
Between 20-40 lbs AND over 1 year	Over 40 lbs Up to 100 lbs* (unless heavier)	
Convertible or Forward-facing seat	Belt Positioning Booster Seat (Lap only belts exempt)	
Forward-facing	Forward-facing	
Harness straps at or above shoulder level (if not built-in)		
MUST BE used with both lap and shoulder belt		
Up to 6 years old or 40 lbs MUST BE in forward-facing seat	Up to 6 years old or 60 lbs MUST BE in booster seat using a lap/shoulder belt when available	

On July 1, 2002, a more restrictive child restraint law was implemented.

## 2002 IACP Chief's Challenge

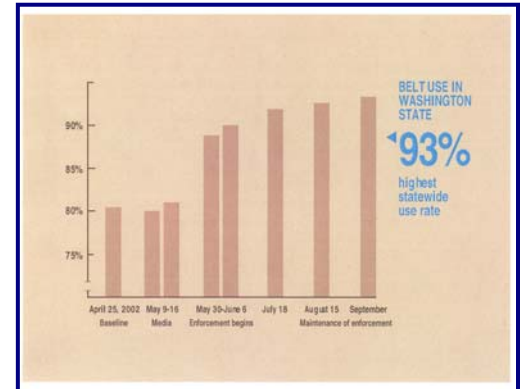


# Public Information and Education



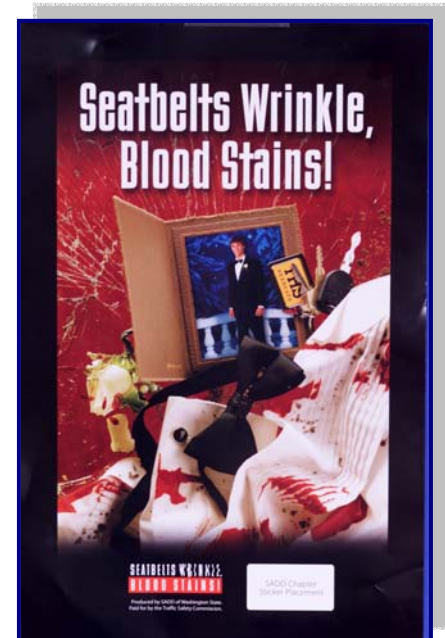
## National Safety Belt Recognition

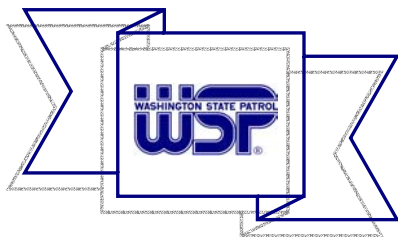
The Washington State Patrol was recognized for a 93 percent compliance rate, rated as number one in the nation, for safety belt use by the Insurance Institute for Highway Safety in the January 11, 2003, issue of the *Status Report*.



## School Programs

The Washington State Patrol Problem Oriented Public Safety (POPS) troopers contact numerous high schools and colleges throughout the year and present information on traffic safety. Our core traffic enforcement mission (**DUI, aggressive driving, seat belt and child restraint compliance, and dangerous speeding**) is discussed, along with other traffic safety concerns.





# Public Information and Education

The Washington State Patrol formed partnerships with other law enforcement agencies, medical examiner's offices, prosecutors, and district courts on underage drinking programs such as:

- ⦿ Southwest Washington Advocate for Youth (SWAY)
- ⦿ Every 15 Minutes
- ⦿ Minor in Prevention
- ⦿ DUI Forums
- ⦿ Reduce Underage Drinking Program (RUAD)
- ⦿ Youth Alcohol Stings

Parents are asked to sign a pledge to do their part in reducing youth access, supporting enforcement, and curbing media influences for the RUAD Program.

## Traffic Safety Campaigns



In addition to educating students in our core mission, we discuss the new Intermediate Driver's License Law implemented on July 1, 2001. Drivers under the age of 18 will receive the intermediate license.

The Washington State Patrol participated in several traffic safety campaigns throughout 2002. Working in partnership with the Washington State Traffic Safety Commission and other law enforcement agencies, each campaign includes public information, education, and enforcement. The media is utilized during each campaign along with presentations given by troopers. Some of the programs in Occupant Protection, Speed Enforcement, and Impaired Driving are:



### Occupant Protection

Click It Or Ticket  
Three Flags  
Buckle Up America  
Traffic Occupant Protection Strategies (TOPS)  
Operation C.A.R.E.  
IACP "Operation Kids"  
Child Passenger Safety Teams  
Saved by the Belt  
Washington State Safe Kids Coalition



### Speed Enforcement

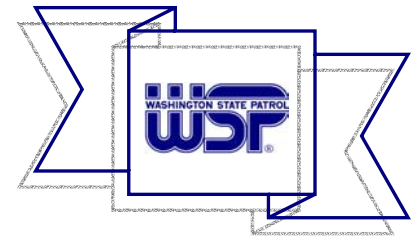
Aggressive Driving Apprehension Team (ADAT)  
Border to Border



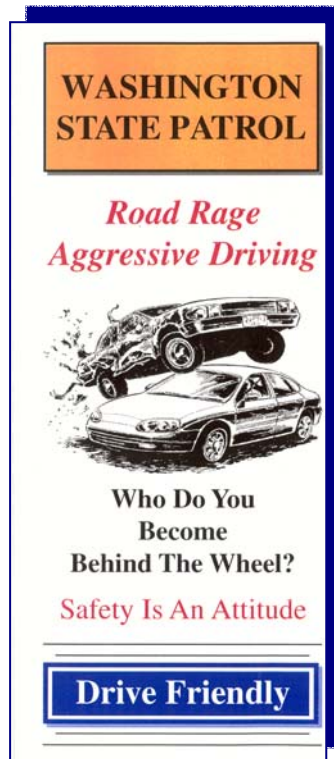
### Impaired Driving

Drive Hammered, Get Nailed  
Night of a 1000 Stars  
MADD  
Surround the Sound  
DUI Need-A-Taxi Program  
Serious Highway Crime Action Team (SHCAT)  
Reward Opportunities for Adult Driving Skills (R.O.A.D.S.)

# Public Information and Education



## Aggressive Driving Apprehension Team (ADAT)



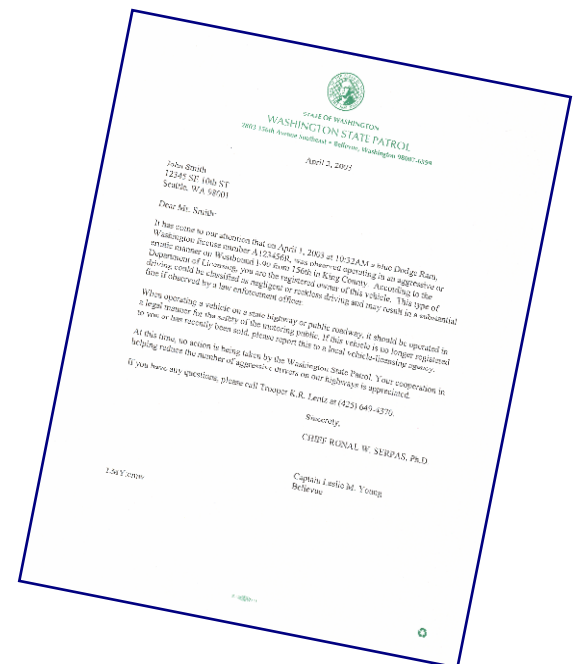
The Washington State Patrol's Aggressive Driving Apprehension Team (ADAT) has been recognized as a national leader by the American Association of State Highway and Transportation Officials (AASHTO).

The Washington State Patrol has 16 ADAT vehicles which are unmarked patrol vehicles equipped with a mobile video camera. The trooper focuses on the following violations:

- ⦿ Speeding
- ⦿ Following too close
- ⦿ Unsafe lane change
- ⦿ Fail to signal
- ⦿ Improper passing
- ⦿ Driving on the shoulder
- ⦿ Failure to yield right of way
- ⦿ Failure to stop at stop signs
- ⦿ Failure to obey restrictive sign: HOV/School zone/construction zone

Vehicles reported to the Washington State Patrol for aggressive driving are sent a letter stating their vehicle was observed being operated in an aggressive and hazardous manner. The violation observed is also placed in the letter.

The reporting party receives a letter thanking them for reporting the violator.







# Public Information and Education

## Safety Fairs



The Washington State Patrol participated in numerous safety fairs in 2002. The Puyallup Fair is the largest in the state (1.1 million in attendance), and is among the ten largest in attendance nationally. The 2002 Washington State Patrol exhibit at the Puyallup Fair included handouts and interactive demonstrations and educational presentations on traffic safety information.

Washington State Patrol personnel were joined by volunteers from the Washington State Safe Kids Coalition in fitting approximately 1,500 children in car seats and providing installation information and training to parents.

Twenty-one Washington State Liquor Control Board agents assisted troopers in presenting 108 DUI demonstrations using the popular Fatal Vision Goggles to approximately 24,500 fair patrons.

A [Saved by the Belt/Air Bag](#) victim vehicle was placed on display at the fair. The vehicle was involved in a DUI fatality collision and was donated by the victim's family. It was a sobering and dramatic highlight at the presentations.

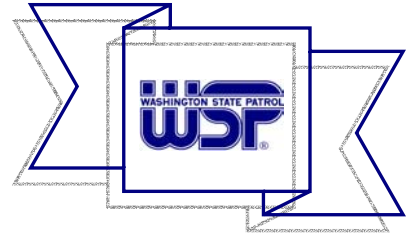


Victim survived  
because he used his  
seat belt





# Public Information and Education



## Child Passenger Safety Seat Inspection Clinics

The Washington State Patrol has formed partnerships with other law enforcement agencies, fire departments, traffic safety commission, health care providers, and other public organizations for safety seat inspections. All eight districts have a child passenger safety team.

### Supporting organizations

- 🕒 Ford Motor Company
- 🕒 Planned Parenthood
- 🕒 For Kids Sake-KOMO Channel 4  
Television show
- 🕒 State Farm Insurance
- 🕒 Safeco Insurance
- 🕒 Pepsi Corporation
- 🕒 Safe Kids Coalition
- 🕒 Fred Meyer Corporation
- 🕒 Bremerton Naval Hospital





The Washington State Patrol and various organizations present awards to troopers for their enforcement of ***Impaired Driving***, ***Occupant Protection***, and ***Speed Enforcement*** throughout the year.

- 🏆 District trooper of the year
- 🏆 Overall trooper of the year
- 🏆 MADD Awards
- 🏆 Kiwanis trooper of the year by detachment
- 🏆 Rotary trooper of the year by detachment
- 🏆 DUI Task Force Award
- 🏆 Night of a 1000 Stars Award
- 🏆 Washington State Traffic Safety Commission Award
- 🏆 Chief's Award for Professional Excellence



# STATE PATROL



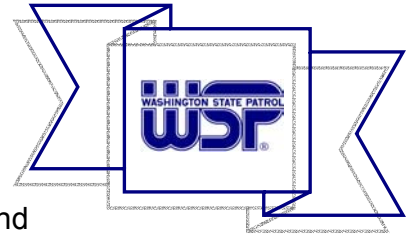
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## Section 4 Enforcement



# Enforcement



In 2002, the Washington State Patrol participated in several state and national enforcement programs. Each of these enforcement programs falls in line with our department's four core missions of:



**Speed**  
**Driving Under the Influence**



**Seat Belt and Child Restraint**  
**Aggressive Driving**



These enforcement activities include Operation Care, the "Click It Or Ticket" campaign, Traffic Safety Blitz, "Drive Hammered, Get Nailed" DUI campaign, "Target Zero" program, Three Flags seat belt and child restraint enforcement, "Night of a 1000 Stars" and "Surround the Sound" DUI emphasis patrols, "Border to Border" safety emphasis, and the Reduce Underage Drinking Program (RUAD).

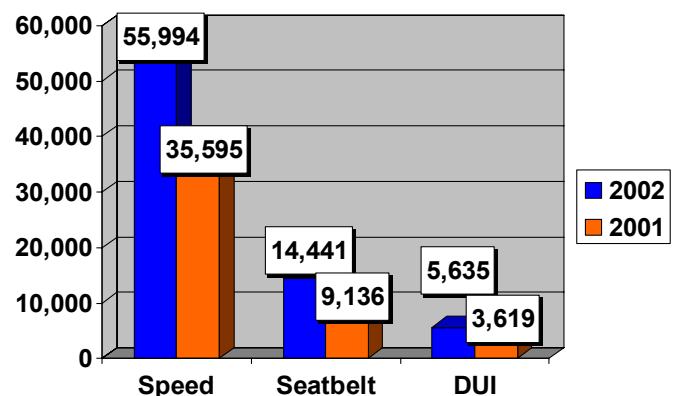
These enforcement campaigns used highly publicized enforcement activities to raise citizen awareness of the problems. Troopers from around the state were involved in these emphasis patrols after undergoing refresher training in the use of Standardized Field Sobriety Tests (SFST) to assist in the detection and arrest of impaired drivers. Using grant funding obtained from the Washington State Traffic Safety Commission and other sources, the Washington State Patrol utilized overtime hours to provide additional patrols, above and beyond normal patrol shifts, during the enforcement programs.

The following data is a three-month comparison between 2002 and 2001. These numbers represent the statewide citations and arrests made by the men and women of the Washington State Patrol in the areas of **Speed**, **Seat Belt and Child Restraint**, and **Impaired Driving** tickets and/or arrests.

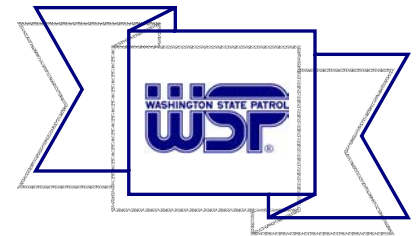
## Report a Drunk Driver

You can report an impaired driver by calling **1-800-28 DRUNK**. If you have a citizen's band radio, you can also report an impaired driver on **Channel 9**. Report the make, model, color, and license number of the vehicle and its direction of travel. Do not attempt to pursue an impaired driver.

## 2002 Three Month Data



# Enforcement



## *Operation Care*

The Washington State Patrol participated in the National Operation Care Program. This includes statewide emphasis patrols for All America Buckle-Up week, Memorial Day Weekend, Fourth of July Weekend, Labor Day Weekend, Thanksgiving Weekend, and IACP Lifesavers Weekend.

## *"Click It Or Ticket"*

From May 20 through June 2, 2002, the Washington State Patrol participated in the "Click It Or Ticket" seat belt emphasis program. Agency data for this two-week period includes 75,997 total vehicle stops, 4,575 seat belt tickets, 361 child restraint tickets, 31,212 total tickets issued, 925 alcohol-related arrests, and 344 drug-related arrests.

## *Traffic Safety Blitz*

The Traffic Safety Blitz made use of five traveling special emphasis teams for a one-week period during November and December 2002. The results from this emphasis program included 5,348 stops, 1,257 seat belt tickets, 144 child restraint tickets, 2,729 speed tickets, 13 alcohol-related arrests, and 15 drug-related arrests.



***Please consider our seat belt and child restraint enforcement efforts for the 2002 Occupant Protection and Child Protection Award.***



# Enforcement

## *"Drive Hammered, Get Nailed"*

The Washington State Patrol was also involved in the "Drive Hammered, Get Nailed" DUI emphasis program from November 7 through December 31, 2002. This emphasis program resulted in 6,778 stops, 655 alcohol-related arrests, 547 speed tickets, 166 seat belt tickets, 25 child restraint tickets, and 99 drug-related arrests.



## *"Target Zero"*

The "Target Zero" program grant funding is used to increase DUI patrols, special events, seat belt and child restraint enforcement efforts, traffic safety education, and aggressive driving/road rage enforcement. This program runs from October 2002 well into 2003. During 2002, the Washington State Patrol used this funding for additional statewide Thanksgiving Weekend patrols as well as statewide Christmas Weekend patrols.

## *"Border to Border" Safety Emphasis*

On April 16, 2002, the Washington State Patrol conducted a three-hour "Border to Border" safety emphasis during the day from the Canada to the Oregon border. This emphasis utilized marked and unmarked patrol cars, motorcycles, aircraft, staff personnel, and Commercial Vehicle Enforcement vehicles. During this three-hour period, troopers made 1,114 contacts and 2 DUI arrests, and issued 626 speeding tickets and 29 aggressive driving citations.



## *Reduce Underage Drinking*

The 2002 Reduce Underage Drinking program was a partnership with the Washington State Liquor Control Board, the Washington State Patrol, and other city and local law enforcement and public agencies. This program concentrates on "party patrols," known areas of underage drinking, and educational activities such as county and local fair booths.

**Please consider our DUI and other alcohol-related enforcement efforts for the 2002 Drunk Driving Award.**



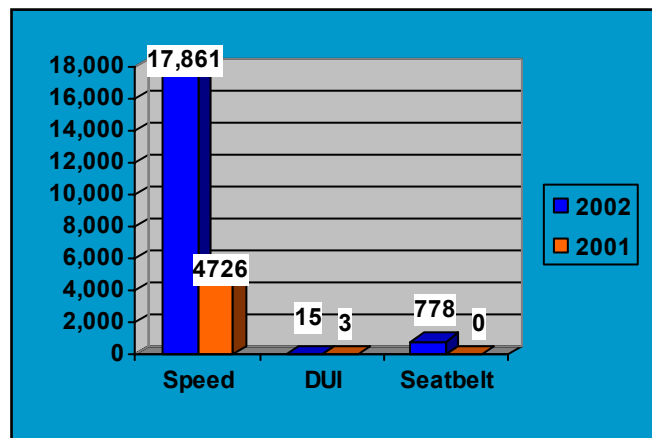
# Enforcement

## *Additional Enforcement Tools*

### Aviation Section

The Washington State Patrol Aviation Section operates from two locations, one on each side of the state. Pilots in the Aviation Section detect traffic violations from the air and transmit this information to troopers on the ground who are working the state highways and freeways.

The following chart shows the enforcement efforts of the Aviation Section, comparing 2002 to 2001 statistics:



traffic law enforcement. The Cessnas are also used for the Metro Air Patrol Program (recognized in the Governor's *Governing for Results* publication). The Metro pilots patrol the interstates in Pierce, King, and Snohomish counties, providing information on incidents and responding to calls for service.



The pilots also assist Washington State Patrol personnel and other local jurisdictions with drug enforcement and aerial surveillance, and with the transportation of donor organs and blood supplies in medical emergencies.

The Patrol's five single-engine Cessna aircraft provide aerial







# Enforcement

## *Aggressive Driving Apprehension Team (ADAT)*

### What is the WSP Doing to Battle Aggressive Driving/Road Rage?

The Washington State Patrol started its aggressive driving program on Memorial Day weekend, 1998. The [Field Operations Bureau](#) Aggressive Driving Apprehension Team (ADAT) program is a proactive effort to locate and arrest those drivers who drive aggressively. Apprehending aggressive drivers is one of the four FOB core missions:



Reduce DUI's



Reduce incidents of aggressive driving



Reduce incidents of dangerous speeding



Increase seat belt compliance

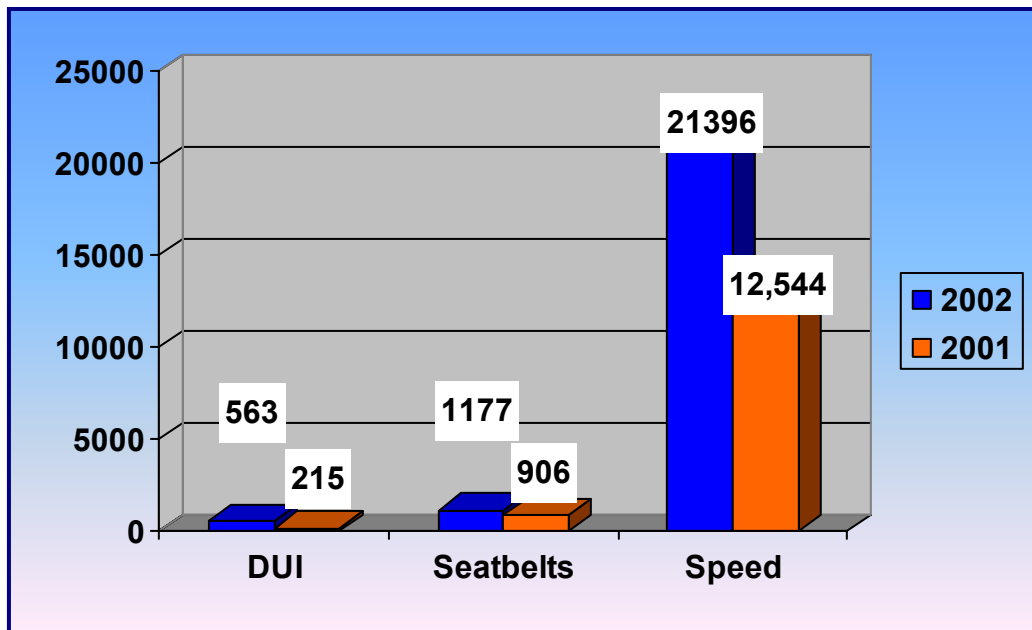
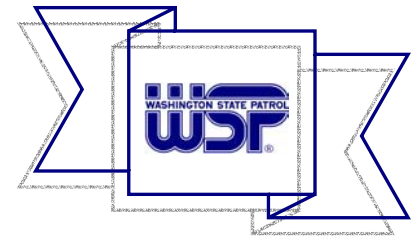
The ADAT program utilizes unmarked/unconventional police vehicles equipped with mobile video cameras to detect and apprehend aggressive drivers. There are currently 16 ADAT cars located throughout the state. There are two in each of the eight districts, strategically located where data shows aggressive driving is most likely to occur.

Data shows that these vehicles are very effective in the detection of the aggressive driver. Currently, these 16 vehicles account for 40% of the total aggressive driving arrests made by troopers statewide.

During 2002, the ADAT teams were very active in supporting the Patrol's core missions. The teams' statistics for 2002 include 28,378 total contacts, 563 DUI arrests, 1,177 seat belt arrests, and 21,398 speed tickets, in addition to other traffic and criminal violations.



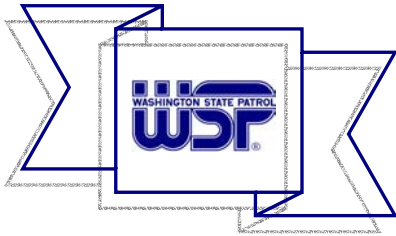
# Enforcement



## 2002 ENFORCEMENT STATISTICS

Due to our new partnership with the Washington Department of Transportation and their roadside assistance trucks, our number of roadside assists has dropped in 2002, which allows our troopers more proactive time for enforcement duties.

FOB Core Mission Statistics (671 Line Troopers)				
	2001	2002	Difference	% Change
DUI	13,708	18,511	4,803	35%
Aggressive Driving	17,168	28,378	11,210	65%
Speed Tickets	153,327	240,635	87,308	57%
Speed Contacts	378,495	503,682	125,187	33%
Occupant Protection Tickets	39,451	69,521	30,070	76%
Occupant Protection Contacts	57,073	87,994	30,921	54%
Total Violator Contacts	1,190,487	1,442,087	251,600	21%
Roadside Assists	191,267	181,595	(9,669)	-5%



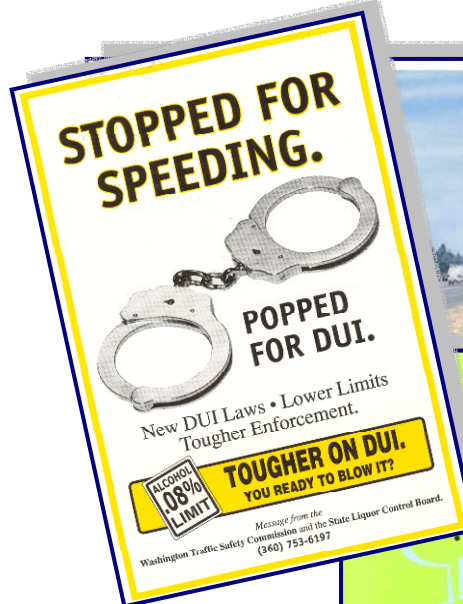
# Enforcement

Even with the successes the Washington State Patrol has had during 2002, we have a lot of work to do. For January-February 2003, we have seen additional increases in enforcement over the same periods in 2002. While we take pride in our success, we want to see it continue. We see increases in DUI, Seat Belt and Child Restraint, and speed enforcement while we see declines in fatalities on our highways—but we want to see more.

The men and women of the WSP continue to work hard every day to make our highways safer and to make a difference each day in the lives of the citizens of Washington.

## FOB Core Mission Statistics

	Jan. 02 – Feb. 02	Jan. 03 – Feb. 03	Difference	% Change
DUI	2,559	3,463	904	35%
Aggressive Driving	3,292	6,627	3,335	101%
Speed Tickets	32,102	45,867	13,765	43%
Speed Contacts	71,275	94,766	23,491	33%
Occupant Protection Tickets	9,044	15,755	6,711	74%
Occupant Protection Contacts	11,855	19,535	7,680	65%
Total Violator Contacts	209,462	252,488	43,026	21%



***Please consider our speed enforcement efforts for the 2002 Speed Awareness Award.***



WASHINGTON STATE PATROL  
**WSP**

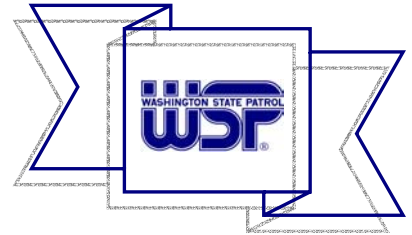






## Section 5 Effectiveness

# Effectiveness



## What is Effectiveness?

Effectiveness is producing a decisive or desired effect.

Every member of the Washington State Patrol takes it upon themselves to exercise the proactive policies and missions of the agency. With this involvement, we are making a difference every day in the lives of the citizens of the state of Washington.

## Occupant Protection

Seat belt compliance rate is highest in the country at 93%.

In 2002, collisions where the driver was not wearing a seat belt were down 21%.



According to the Washington Traffic Safety Commission, the state of Washington now has the "highest" voluntary seat belt compliance rate in the country. This achievement is projected to save 30 lives annually, according to WTSC.

## How does the Washington State Patrol measure its effectiveness?

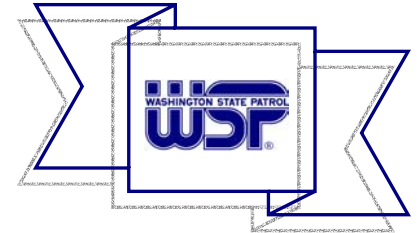
When Chief Serpas joined the agency in 2001, he analyzed the agency and its needs. He then identified the agency's core missions with the help of a newly appointed executive team, decentralizing the chain of command. Each Bureau's leadership team then developed its core missions to evaluate efficiency and effectiveness. The Bureaus then educated their commanders, managers, sergeants, troopers, and professional staff in the core mission of each Bureau. The Washington State Patrol also sought out additional external funding sources to enhance core mission capabilities through additional emphasis patrols for DUI, Speed, and Seat Belt and Child Restraint violations.

The Field Operations Bureau's core mission of **DUI, Speed, Seat Belt and Child Restraints**, and **Aggressive Driving** steers the enforcement strategies for the agency. This core mission also drives personnel deployment strategies and accountability of the district commanders, and increases traffic contacts which promote increased criminal interdiction.

The Chief and his executive team also developed a new departmental management philosophy.

This new philosophy included the elements of:

# Effectiveness



Accountability Driven Leadership



Data Driven Decision Making

- Driven to the lowest level of execution



Intelligence-Led Policing



Strategic Advancement Forum (SAF)



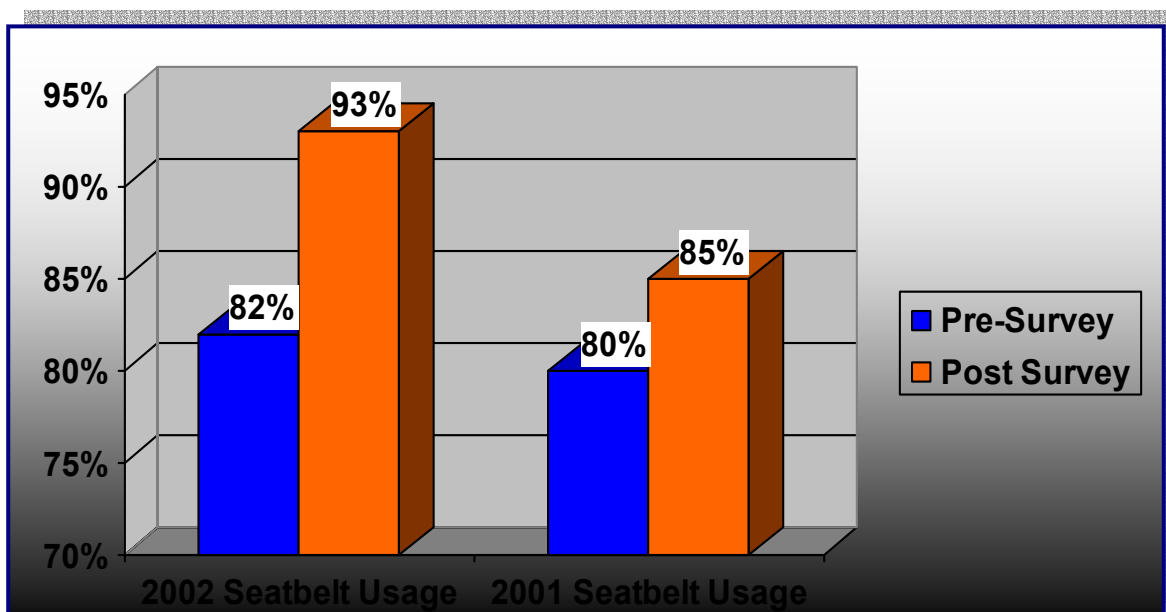
Performance Based Budgeting

The Strategic Advancement Forum started in January 2002. This process starts with the executive staff meeting with the Bureaus weekly. Then, each month, Bureaus report their own data to the Chief and the executive team. This allows for constant budget review and shows how experiences have led to effectiveness. It also grows risk-takers and collectively raises the bar of performance by peer groups observing the successes and challenges of others.

Award presentation at SAF



The bottom line is we measure our effectiveness by the successes we have in making a positive difference to the citizens of Washington State and **SAVING LIVES!**





# Effectiveness

**Source: Washington State Traffic Safety Commission Web Page**

## Washington Sets Example for Seat Belt Use

Three out of four drivers on U.S. roads are buckling their seat belts, the National Highway Traffic Safety Administration (NHTSA) reports. It's a big improvement compared with previous years, but the gains aren't consistent nationwide. In recent months Washington is setting the good example. In June 2002, Washington enacted a *primary* seat belt law, which allows police officers to ticket motorists for belt violations alone. In most other states, officers must stop a motorist for some other violation before issuing a ticket for not buckling up.



At the same time, state officials launched an enforcement and publicity campaign that included writing more tickets (\$86 fine) for seat belt violations, and promoting the importance of using belts through radio, TV, and billboard ads. **The result is that Washington now boasts a belt use rate of 93 percent, the highest statewide rate ever reported in the United States.**

Washington's current belt use rate represents a 12 percent increase from the average buckle-up rate of 81 percent before the state's primary law took effect and the program of enforcement and publicity got under way.

"This is a big boost in belt use, especially because the use rate already was relatively high. It's especially hard to get those last hold-outs to buckle up. They're the ones who have known for years that they should buckle up but still haven't done it. The change in the law plus the enforcement and publicity about the fine are what finally convinced many of them to do it," says Allan Williams, Chief Scientist for the Insurance Institute For Highway Safety.

Washington's program began in April 2002 with a media blitz and highway signs announcing the implementation of the primary law in June. But the usage rate didn't begin increasing until police stepped up the enforcement in late May. This increase was immediate and simultaneous with the enforcement, proving that visible enforcement changes driver behavior.

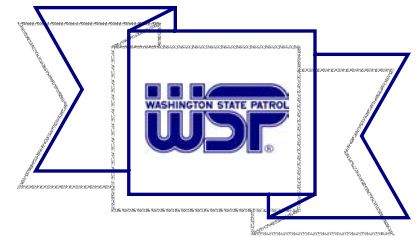
Once the seatbelt use rate started to climb in May 2002, it increased steadily and reached 93 percent in September. Belt use was high in all types of passenger vehicles, although it was a few percentage points higher in cars and sport utility vehicles (94 percent) than in vans (91 percent) and pickup trucks (89 percent).

Washington's record was achieved as part of a 30-state expansion of "Click It or Ticket". This program of seat belt law enforcement and publicity began with a five-year effort in North Carolina in the mid-1990's. NHTSA worked with state officials and law enforcement to achieve 84 percent belt use.

Among the 30 states that participated in 2002's expanded "Click It or Ticket" campaign, states where the belt use had been lagging reported big gains. Higher U.S. rates generally are reported in states with primary enforcement laws. NHTSA reports 80 percent belt use in states with such laws, compared with an average of 69 percent in states where officers must stop a motorist for some other violation before issuing a ticket for not buckling up. In New Hampshire, where no seatbelt law is in effect, the use rate is about 50 percent.

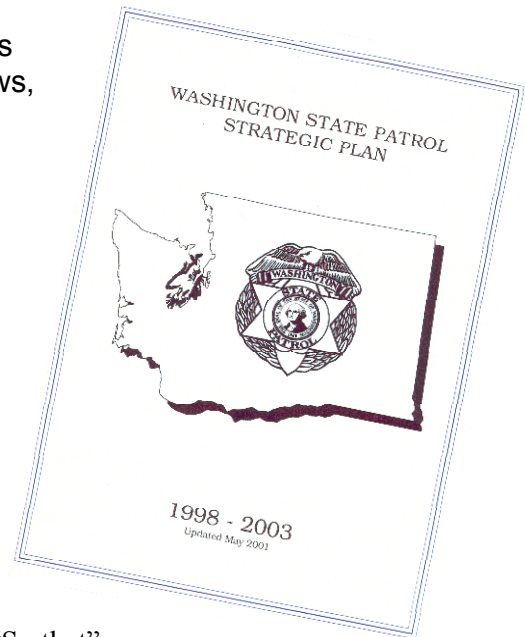


# Effectiveness



During 2002, the men and women of the Washington State Patrol took it upon themselves to take the agency's core missions to heart and work hard every day. This work has had the desired effect of increased enforcement of the laws, increased public information and education, and—most importantly—saving lives. With all of the hard work done by the department, we continue to see our public opinion and support rise.

One part of our new Strategic Plan reads:



## SAFE ROADWAYS

### ACTION PLAN

- Increase the seatbelt and child restraints use rate.
- Conduct restraint use training at civic organizations and other law enforcement agencies.
- Reduce the number of injury collisions caused by drivers under the influence of drugs and/or alcohol.
- Develop and use public service announcements.
- Decrease the number of injury collisions involving aggressive drivers.
- Conduct emphasis patrols.
- Reduce the number of speed related collisions on state/interstate highways.
- Utilize dummy patrol cars in problem areas.

“So that”

### OBJECTIVE

Reduce the state highway death rate.

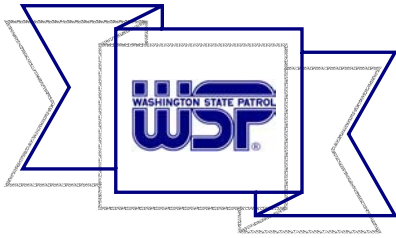
“So that”

### GOAL

Make Washington roadways safe for the efficient transit of people and goods.

*Making a Difference Every Day*

**(By following this strategic plan, we can accomplish our goals and be effective.)**



# Effectiveness

Another way of showing the Washington State Patrol's effectiveness during 2002 is to look at the collision statistics.



Through the enforcement efforts and increased activity of our troopers, we have made an impact in the safety of the interstate, state routes, and other roads in Washington.

During 2002, the percentage of fatal and injury crashes related to speed were at 35% compared to 36% in

2001. The percentage of fatal and injury crashes related to alcohol were 9% compared to 8% in 2001.

These numbers show our efforts have made a positive impact on the citizens of Washington in reducing the number of speed-related collisions and doing a better job of detection of impaired drivers at the scenes of fatal and injury collisions.



- DUI arrests are up **35%** from 2001 to 2002, the highest in 10 years. This means **4,803** more drunk/drugged drivers were taken off the road.

- Aggressive driving contacts have increased by **65%**.
- Speed contacts have increased by **33%**
- All this accomplished while vehicles miles traveled on state roadways increased **3%-5%**
- **Even with the additional presence, increased productivity and enforcement, complaints of misconduct against Washington State Troopers are down 17% and use of force complaints are down 11%.**



# Effectiveness



## Core Mission Outcome Measures

	2001	2002	Difference	% Change
Total Reportable Collisions ( All Roadways)	30,538	31,421	883	3%
Fatal Collisions	330	344	14	4%
Injury Collision	11,382	10,946	(436)	-4%
Property Damage	11,826	20,131	1,305	7%

Fatal collisions on interstate highways reduced by 24%.

Injury collisions on all roadways patrolled by WSP are down 4%.

The Washington State Patrol regularly receives letters from the public thanking our agency and our individuals for their efforts and professionalism in their day-to-day activities.

It is letters like these that show us how much of a difference we make in someone's life when we come in contact with them. If—through our combined efforts at increased public information, education,

and enforcement—we can save one additional life, we have done our jobs, had a good day, and been **EFFECTIVE!**

*"I am writing to say thank you to the officer who gave me a speeding ticket two mornings ago on Interstate 5. It is strange for me to read that last sentence and believe I am writing it, but I was given a wake-up call by that officer and I'm really grateful."*

*"I know it sounds odd, but I want to compliment one of your officers, even though he stopped me for speeding. At first I was nervous, but your officer had a way of helping me to feel calm. I am sure it is rare for officers to get compliments from people who have just received a ticket!"*

*"I appreciate the Click It Or Ticket program. As a truck driver for 35 years, I have seen things that distress me greatly, especially when people say they love their families, only to allow their children to move about a vehicle freely, no form of restraint. My seat belt has saved my life more than once. Thank you for the work your department is doing."*

*"You pulled me over for speeding on June 5...I'd like to thank you for suggesting that I attend the Defensive Driving School. It makes me stop and think about the example I was setting for my 16- and 14-year-old sons."*

*"I see getting pulled over as providing new changes in my life..."*

*"I would like to commend a trooper for the display of professionalism he showed while on duty Sunday morning. I would prefer not to discuss the details of our contact, but I will say this—I've had more than a few encounters with law enforcement personnel and never once have I been treated with such a degree of respect and decency."*

*"I just wanted to let you know how much we appreciated the trooper who came to our training center and gave a great presentation on Road Rage and Defensive Driving. He was very informative and had a great attitude about giving the presentation as well as a great attitude about what he does."*



# ***WASHINGTON STATE PATROL***



***...Making A Difference Every Day***